

**Sonoma 101 Widening & Soundwall Construction (Wilfred to Route 12)
Final Negative Declaration/Final Environmental Assessment**

Comment #13 - Oral Testimony

1 (Hearing Exhibit Number 4 was marked for
2 identification.)

3 R.E. MONTY MONTAGUE: Let's see. Let's
4 start off with: The proposed widening of Route 101 is
5 money not being well spent.

6 A. Our alternate truck route west of the
7 present Highway 101 is the prudent way to spend our tax
8 money. This route alternate route was the original
9 proposal some 30 years ago that California Highway
10 Department wanted to put through Santa Rosa. Lloyd
11 Bishop was able to divert 101 to its present location.
12 It is my understanding that all of the surveys, costs,
13 were done on the original route that the State wanted to
14 build, but Bishop forced a change.

15 This alternate route would be a ground-level
16 route. Some of it is existing today; 99 percent of it
17 exists today in two lanes, three lanes, four lanes and
18 four lanes divided. It is also so designated on some of
19 the county -- Sonoma County road maps, as an alternative
20 truck route, as a proposed alternative truck route.

21 Now how do I finish off? See the attached
22 map. And I would be very happy to meet with anyone. I
23 am a fifty-year resident of Santa Rosa. Sincerely,
24 Monty Montague.

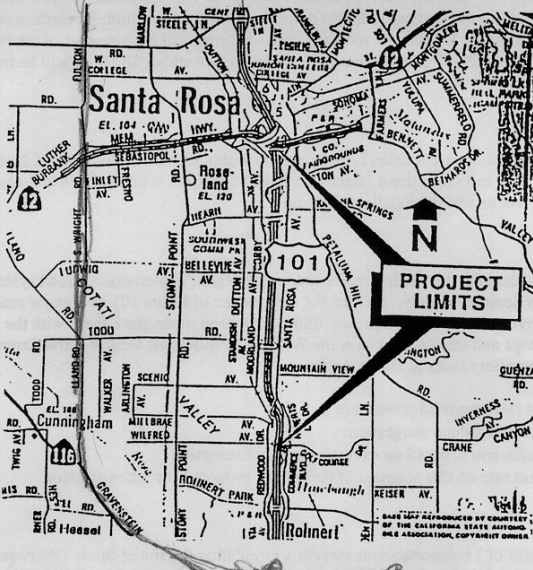
25 JIM GROOM: I've been a property owner on

A

**Sonoma 101 Widening & Soundwall Construction (Wilfred to Route 12)
Final Negative Declaration/Final Environmental Assessment**

Comment #13- Oral Testimony / Exhibit 4 (page 1 of 2)

OPEN HOUSE PUBLIC HEARING



**PROPOSED
WIDENING OF ROUTE 101
AND
SOUNDWALL CONSTRUCTION
IN AND NEAR THE CITY OF SANTA ROSA**

Wednesday, November 18, 1998
6:00 P.M. to 8:00 P.M.

Santa Rosa Junior High School
Multi-Purpose Room
500 E Street
Santa Rosa, California

Caltrans
CALIFORNIA DEPARTMENT OF TRANSPORTATION

TEEX
INTERNATIONAL TRADING CO.
— A Division of MONTY'S ETP —
FAX (707) 545-1227
RESEARCH - DEVELOPMENT - MANUFACTURING - DISTRIBUTION
EXECUTIVE OFFICES - 100 FOURTH ST., SANTA ROSA, CALIF. U.S.A. 95401 PHONE (707) 545-1195

Monty Montague
350 East Todd Rd.
Santa Rosa, CA 95407
PH (707) 584-0893
FAX (707) 545-1227

R. E. "Monty" Montague
PRINCIPAL

EXHIBIT
4
11/18/98 MONTAGUE

See reverse side for information

**Sonoma 101 Widening & Soundwall Construction (Wilfred to Route 12)
Final Negative Declaration/Final Environmental Assessment**

Comment #13 - Oral Testimony/Exhibit 4 (page 2 of 2)

Welcome . . .

Thank you for attending this evening. The California Department of Transportation (Caltrans) is holding this Open House Public Hearing to give you an opportunity to comment on the widening of Route 101 and soundwall construction in and near the City of Santa Rosa.

We invite you to participate in the hearing process. The hearing will give you the opportunity to review the project and comment on the proposal. Caltrans staff is available to answer your questions. If you wish to submit comments, please fill out the comment card. If you do not wish to use the comment cards, a court reporter is available to take your comments. Comments received at this hearing will become part of the hearing record. All subsequent written comments relating to this matter received by November 28, 1998 will be included in the hearing record.

Proposal . . .

The California Department of Transportation is proposing to widen Route 101 from 4 to 6 lanes, add auxiliary lanes, widen ramps, improve ramp and cross street intersections, and construct soundwalls in and near the City of Santa Rosa between Wilfred Avenue and the junction of Route 12.

Purpose . . .

Route 101, completed in the mid 1960's, is a major link in the region's interregional road system and the primary north-south route within Sonoma County. Despite the importance of Route 101 as a major roadway, no freeway widening or ramp improvements within the project limits have been made since then, with the exception of the reconstruction of the ramps and auxiliary lanes at the Wilfred Avenue/Golf Course Drive Interchange and at the northbound ramps and auxiliary lanes at Hearn Avenue.

The major objectives for this proposed project are to:

- Improve travel times and reduce congestion.
- Improve vehicular efficiency, based on excessive fuel consumption.
- Decrease the accident rate on this segment of Route 101 proposed for reconstruction.

Schedule . . .

The California Department of Transportation is currently circulating the Initial Study (Proposed Negative Declaration)/Environmental Assessment (IS/EA) which examines the potential environmental impacts of the proposed project. The public review and comment period for this document concludes on November 28, 1998 and is available for review at the following locations:

Sonoma County Public Library, Central Branch, Santa Rosa
City of Santa Rosa, City Managers Office, Santa Rosa
Rohnert Park Cotati Regional Library, Rohnert Park
Caltrans District Office, Oakland

The IS/EA can also be reviewed online at the Caltrans website at www.dot.ca.gov/dist4.

After the conclusion of the environmental process and project approval, the California Department of Transportation can begin detailed design of this proposed project. During the design process, Caltrans' right of way office will contact property owners to discuss the use of temporary construction easements on their parcel in order to construct soundwalls. Construction is scheduled to begin in the summer of 2000 and be completed by early 2003.

Thank You for Attending...

If you have any further questions about the proposed project or any other transportation matter, please call the Caltrans Public Information Office at 1-800-696-5408 or write to:

Harry Y. Yahata
District Director
Department of Transportation
P.O. Box 23660
Oakland, CA 94623-0660

**Sonoma 101 Widening & Soundwall Construction (Wilfred to Route 12)
Final Negative Declaration/Final Environmental Assessment**

**Response to #13 - Oral Testimony
R. E. Monty Montague**

Comment Number	Response
13-A	<p>First please see section 2.4.1 in this document for a discussion on how transportation projects are funded in the Bay Area.</p> <p>Additionally, even though other alternatives for this location are physically feasible, all projects considered for construction must follow the legally mandated funding process (i.e. - inclusion in the TIP and the STIP) for the region. Thus, under the current funding constraints, alternate routes are not fiscally feasible. Caltrans builds projects endorsed by regional consensus.</p>